

June 14, 1965

CONGRESSIONAL RECORD — SENATE

12979

FARMERS UNION PRESIDENT OPPOSES NOMINATION OF GENERAL MCKEE TO FEDERAL AVIATION AGENCY

Mr. HARTKE. Mr. President, last Thursday, I took the floor to make a speech in opposition to the passage of Senate bill 1900, now on the calendar, which would waive present law in order to clear the way for the nomination of Gen. William McKee, to be Administrator of the Federal Aviation Agency. That speech—in which I stated at length the reasons which constrained me to prepare, with Senator PEARSON, the minority views which appear in the Commerce Committee Report No. 264—appears on pages 12709-12720 of the RECORD, and includes support from the distinguished assistant majority leader, the Senator from Louisiana [Mr. LONG], who engaged in colloquy with me.

In the course of my remarks to Senator LONG, I noted that on the same day President James G. Patton, of the National Farmers Union, issued a statement in support of my position. I ask unanimous consent, Mr. President, that the statement by Mr. Patton be printed in the CONGRESSIONAL RECORD.

I also request unanimous consent that there be printed in the RECORD an article and an excerpt on the same subject, written by two nationally syndicated columnists, and published since my address of Thursday. One of these, by Marquis Childs, appeared in the Washington Post on Friday, June 11, under the caption, "The Drive To Build a Faster Aircraft." The other, by Drew Pearson, appeared in the same newspaper on June 12.

I believe this is a most vital question; and I welcome the attention the question is beginning to receive in the Nation. I trust that when we consider the bill, I shall find a sufficient number of other Senators in agreement with Senator LONG and myself to be able to prevent the passage of Senate bill 1900.

There being no objection, the statement, the article, and the excerpt were ordered to be printed in the RECORD, as follows:

STATEMENT BY JAMES G. PATTON, PRESIDENT, NATIONAL FARMERS UNION, JUNE 10, 1965

I am strongly opposed to having General McKee as Administrator of the Federal Aviation Agency.

For General McKee to take office, the Congress must turn its back on an important

12980

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national law passed 7 years ago. That wise law designates the FAA as one of the small handful of civilian agencies required to be headed by a civilian.

In my judgment, all too few civilian agencies are required to have civilian leaders. The American Congress should not wipe out one of our tiny safeguards against military domination of the civilian side of our Government.

I was not one of General Eisenhower's most ardent admirers while he served as President of the United States. Looking back, I have, regretfully, not escalated my basic evaluation of his performance.

However, I am happy to admit that President Eisenhower did voice one trenchant thought during his 8 years in the White House that may well be his surest claim to immortality. Said General Ike, only 3 days before John F. Kennedy moved into the White House.

"We must guard against the acquisition of unwarranted influence, whether sought or unsought, by the military-industrial complex. The potential for the disastrous rise of misplaced power exists and will persist. We must never let the weight of this combination endanger our liberties or democratic processes."

I wish I had said that. No, I really don't. If I had, nobody would have paid any attention. But General Eisenhower made that statement after a half century of intimate association with the "military-industrial complex."

We shall ignore Ike's warning at our peril. General McKee may be a fine man. I don't know him. To my knowledge, I have never even met him. Some of the elected officials for whom I have deep respect think he is able.

But, surely, there must be at least one civilian who can fill the job of FAA Administrator. Let's find him.

[From the Washington (D.C.) Post, June 11, 1965]

THE DRIVE TO BUILD A FASTER AIRCRAFT (By Marquis Childs)

It would be hard to find a sharper illustration of the expanding power of big Government than the neat plan to put through the supersonic transport (SST) with the taxpayer picking up virtually all the bill. Although the SST is intended to carry passengers on commercial lines at speeds of 1,700 miles an hour or more it is largely thus far a Pentagon operation. A key figure in the plan unexpectedly kicked up a Senate controversy that is said to have annoyed the White House.

The President nominated Gen. William F. McKee, who upon his retirement from the Air Force was made Assistant Administrator of the National Aeronautics and Space Administration, to be head of the Federal Aviation Agency. As he demonstrated in the Air Force, McKee has extraordinary ability, rising to the rank of full general though he was not himself a flyer.

But the law creating the aviation agency says that the Administrator shall be a civilian. If McKee were to give up his retired status he would make a sacrifice particularly with respect to a pension for his widow. With NASA he gets \$24,000 in salary plus full retired military pay of \$14,808. The latter would be cut to less than half under the Dual Compensation Act passed for military men holding civilian posts.

President Johnson asked Congress for a law exempting McKee from the civilian requirement because of the importance of "implementing the decisions we will need to make on the supersonic transport." Reluctantly, noting the number of high-ranking officers being appointed to civilian jobs, most members of the Senate Aviation Subcommittee went along. But two Senators,

VANCE HARTKE, Democrat, of Indiana, and JAMES B. PEARSON, Republican, of Kansas, issued a sharply dissenting minority report.

They noted the "danger of breaching the separation of military and civilian power in our National Government," quoting General Eisenhower's farewell words when he left the Presidency on the need to guard against the power of the "military-industrial complex." They pointed out that 94 retired and Active Regular officers currently have positions in the Federal Aviation Agency.

Since the White House gets just about everything it asks for, little chance is seen of holding to the requirement of the law that a civilian be FAA Administrator. With salary and retirement pay McKee will get \$38,404, making him, according to the minority report, the third highest paid official in Government, following only the President and Vice President.

Behind the pressure to put through the McKee appointment, according to reports on Capitol Hill, is the release of a study by a committee headed by Secretary of Defense Robert S. McNamara. The study now on the President's desk will be the signal to go ahead on the supersonic transport.

If that is the outcome it will be something of a reversal. A year and a half ago Harold Brown, director of defense research, said in testimony on the Hill that there was no military requirement for the supersonic transport. He is believed to have had McNamara's approval for this statement.

Since then at least one high-ranking Air Force general has taken the contrary view. When the FAA conducted a series of tests on the effect of the sonic boom, using Oklahoma City as a guinea pig, the chamber of commerce urged citizens to mute their protests as unpatriotic. And, moreover, the Government might take reprisals which would be unfortunate, since Tinker Field has a payroll of 19,000 and the Aeronautical Center a payroll of 4,500. Nevertheless, the protests seem to have been louder than reflected in official polls and there is said to be smoldering resentment over the way claims for broken windows and cracked plaster were handled.

A rough estimate of the cost of one air frame and one engine is \$1 billion. That would be for a test plane which after 100 hours would perhaps get a certificate of air worthiness. President Kennedy believed the Government should pay 75 percent of the cost, the aircraft companies 25. The companies said they could not afford anything like that share. Congress has provided \$91 million for research since 1961.

The question being asked is: Who wants this plane? Prestige is at stake, since Britain and France have teamed up to build a supersonic transport. The aircraft companies want it and the airlines have come around to at least tentative approval, presumably with the Government helping out with a subsidy. But how many people want to get to London from New York in 2 hours and 25 minutes instead of 7 hours is highly debatable, especially since only 10 percent of American citizens fly at all.

[From the Washington (D.C.) Post, June 12, 1965]

EXCERPT FROM "THE WASHINGTON MERRY-GO-ROUND," BY DREW PEARSON MILITARY ENCROACHMENT

Senator VANCE HARTKE, Democrat, of Indiana, digging through legislative reports that most Senators don't bother to read, has come up with some interesting figures regarding military encroachment on civilian branches of Government.

He has found 41 generals and admirals serving in high civilian positions, most of them at salaries higher than those paid to the Cabinet and in one or two cases higher

than any other civilian except President Johnson and Vice President HUMPHREY.

HARTKE has also found that on January 29, 1960, standby Executive orders were drawn up to transfer much of the civilian government over to the military in case of war.

Such vital civilian agencies as the Labor, Interior, Commerce, and Health, Education, and Welfare Departments would be taken over by the military under Executive orders already drafted and ready to be put into effect with the stroke of a pen.

During World War II not one civilian agency was taken over by the military except the Coast Guard, which was placed under the Navy. Despite the most devastating war in history, the civilian texture of Government was maintained.

Senator HARTKE unearthed these facts while examining the White House proposal to set aside the law requiring a civilian to head the Federal Aviation Agency and permit Lt. Gen. William McKee to become FAA Administrator. General McKee is now with the National Aeronautics and Space Administration, drawing a salary of \$40,566, slightly more than the third-ranking civilian, Chief Justice Warren.

ROLLCALL OF TOP BRASS

Here are some of the top generals and admirals occupying policy positions, with their salaries, as unearthed by Senator HARTKE.

In the State Department, foreign policy is being directed by Gen. Maxwell Taylor, Ambassador to Vietnam, drawing up to \$39,859; Gen. Herbert B. Powell, Ambassador to New Zealand, up to \$39,033; Adm. Jerauld Wright, Ambassador to Nationalist China, up to \$39,033; Adm. George W. Anderson, Ambassador to Portugal, \$39,859; Brig. Gen. Milton Summerfelt, adviser to the State Department at \$78.64 a day plus \$11,115 retirement pay; Adm. Elonzo Grantham, senior evaluation officer, \$28,570.

In NASA, besides General McKee, there are Brig. Gen. Benjamin Holtzman, \$28,697; Brig. Gen. Harris Hull, \$27,058; Adm. Walter F. Boone, \$40,565; Adm. Fufus Rose, \$37,175; Lt. Gen. Frank Bogart, \$37,529.

In Central Intelligence, the head of the agency is Adm. W. E. Raborn, \$38,088; also Lt. Gen. Earle W. Barnes, \$31,760; and Lt. Gen. John A. Samford, consultant, at \$94.24 a day plus \$14,175 retirement pay.

Other top brass are scattered through the Veterans' Administration, Interior and Agriculture Departments, and the Atomic Energy Commission. Senator HARTKE pays tribute to the caliber of these men, but points to the strict constitutional provision that ours is a civilian government.